

BookletChart™

North Shore of Long Island Sound – Niantic Bay and Vicinity

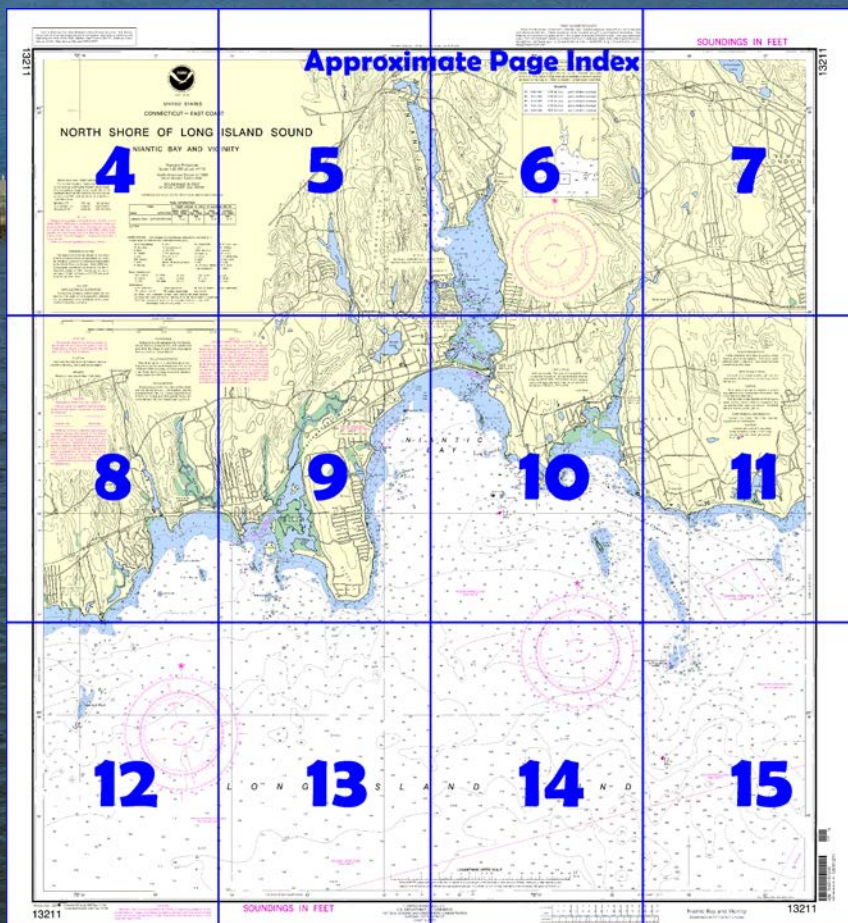
NOAA Chart 13211

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

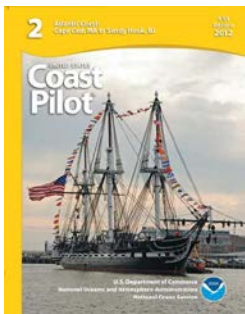
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13211>.



(Selected Excerpts from Coast Pilot)
Bartlett Reef Light (41°16'28"N., 72°08'14"W.), shown from a skeleton tower with a red and white diamond-shaped dayboard, is 3.3 miles southwest of New London Ledge Light and marks the south end of **Bartlett Reef**. A sound signal is at the light. The reef, 1.3 miles long in a north-south direction and about 0.3 mile wide, is covered 2 to 18 feet and has rocks awash near its northern end. The north end of the reef is

marked by a buoy. A lighted bell buoy and an unlighted buoy are 0.9 mile southward and 0.3 mile eastward of the light, respectively. A **general anchorage** is 0.8 mile northeastward of Bartlett Reef Light. (See **110.1** and **110.147 (a) (4)**, and **(b)**, chapter 2, for limits and regs.)

Twotree Island, small and bare, about 1.4 miles northwestward of Bartlett Reef Light, is surrounded by shoals. A buoy marks rocks awash that extend off the northern end of the island.

Twotree Island Channel leads northward of Bartlett Reef and Twotree Island. With an adverse current in the sound, this channel is used to some extent by light tows and sailboats with a leading wind in the daytime, as the tidal currents turn about 1 hour earlier along the north shore than in the middle of the sound. About 0.3 mile southwestward of **Seaside**, the tidal currents have a velocity of 1.2 knots, and ebb 1.6 knots. Flood sets westerly and the ebb easterly. The channel is buoyed, but strangers are advised to use it with caution and should never attempt to beat through.

From **Goshen Point** (41°18.0'N., 72°06.8'W.) westward, there are scattered boulders which extend offshore as much as 0.2 mile in places. **Jordan Cove**, 1.5 miles west of Goshen Point, is foul in its northerly half, and the southerly part is obstructed by **Flat Rock**, bare at low water and marked by a buoy, and **High Rock**, which shows at high water and is marked by a buoy.

Millstone Point, on the east side at the entrance of Niantic Bay, is occupied by the buildings of the Millstone Nuclear Power Station. A 389-foot red and white stack at the station and a radio tower on the point are the most conspicuous landmarks in the area. A cove with depths of 2 to 17 feet is on the west side of the point. A rock with 1 foot over it lies 60 feet off the mouth of the cove. The station maintains channel markers and a range for occasional barge traffic. A dredged area for the power station's water intakes is 0.2 mile northwest of the cove.

White Rock is an islet on the east side of the entrance to Niantic Bay 0.5 mile westward of Millstone Point. **Little Rock**, two rocks partly bare at low water, is 150 yards east of White Rock. Rocks with a least depth of 8 feet extend 0.25 mile northwest from Millstone Point. A rock, covered 11 feet, is about 300 yards south-southeast of White Rock and is marked by a lighted bell buoy.

Niantic Bay, 4.5 miles westward of New London Harbor, is a good anchorage sheltered from easterly, northerly, and westerly winds. It is a harbor of refuge in northerly gales and can be used by small vessels and tows. The general depth of the bay is about 19 feet; the water shoals gradually northward. The entrance is 1.5 miles wide, and the dangers are marked by buoys or show above water.

Niantic and **Crescent Beach** are summer resorts with railroad communication at the north end and northwest side of the bay. The Niantic Bay Yacht Club basin at Crescent Beach is protected on the south, east, and partially on the north side by a U-shaped breakwater; a private seasonal light is near the outer end of the breakwater.

A **special anchorage** is on the west side of Niantic Bay off Crescent Beach. (See **110.1** and **110.53**, chapter 2, for limits and regulations.)

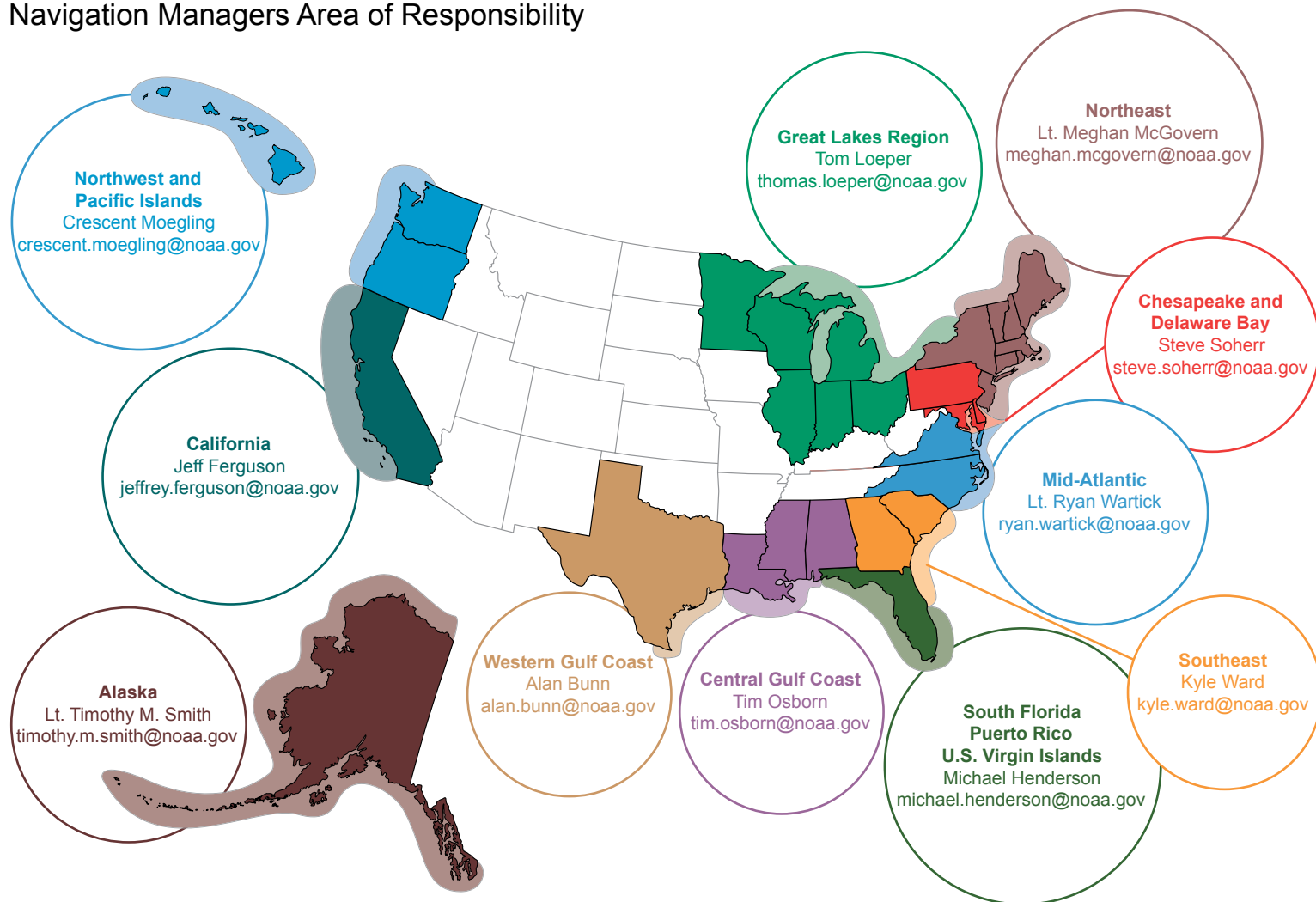
Niantic River empties into the northeast end of Niantic Bay and is entered through a dredged channel that leads from the bay, thence through a narrow passage at the entrance, and thence to a point about 300 yards northward of the entrance to Smith Cove. In 2004-2006, the controlling depths were 4.6 feet (7.9 feet at midchannel) to the highway bascule bridge about 0.4 mile above the channel entrance, thence 5.4 feet at midchannel to the head of the channel. The channel is marked by daybeacons and seasonal buoys.

Black Point, on the west side at the entrance to Niantic Bay, is flat with bluffs at the water and is occupied by many summer cottages. Broken ground extends 0.6 mile south of the southwest side of the point.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

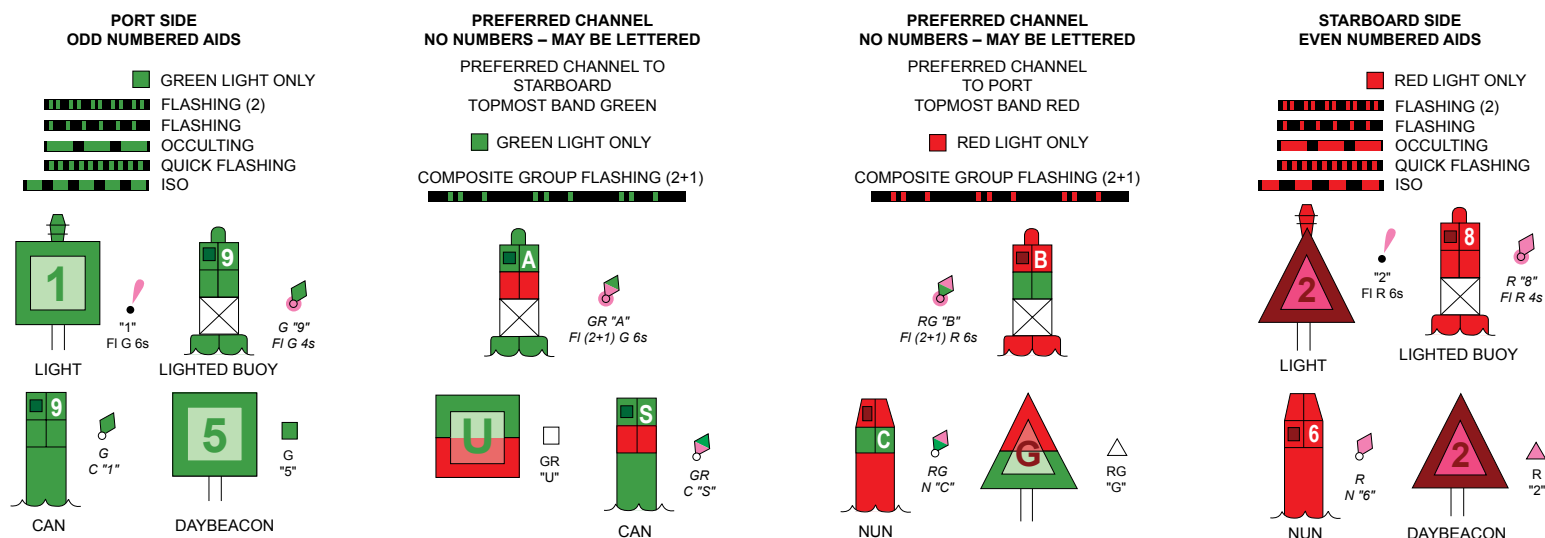
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

13211

72° 16'

15'

14'

13'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

CONNECTICUT

NORTH SHORE OF LONG ISLAND SOUND

NIANTIC BAY AND VICINITY

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Station	Frequency	Power
Meriden, CT	WXJ-42	162.400 MHz
New London, CT	KHB-47	162.550 MHz
Riverhead, NY	WXM-80	162.475 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.346' northward and 1.723' eastward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Mercator Projection
Scale 1:20,000 at Lat. 41° 18'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Milestone Point	(41°18'N/72°10'W)	feet	feet	feet
		3.2	2.9	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2011)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo Morse code	R TR radio tower
Al alternating	IC interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bcls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

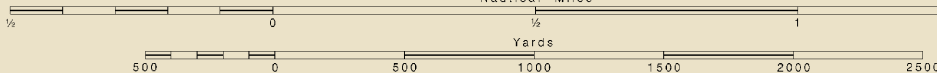
Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SCALE 1:20,000

Nautical Miles



WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible.

Joins page 8

NOTE Z

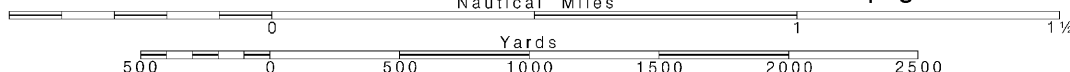
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) website <http://www.epa.gov>.

Printed at reduced scale.

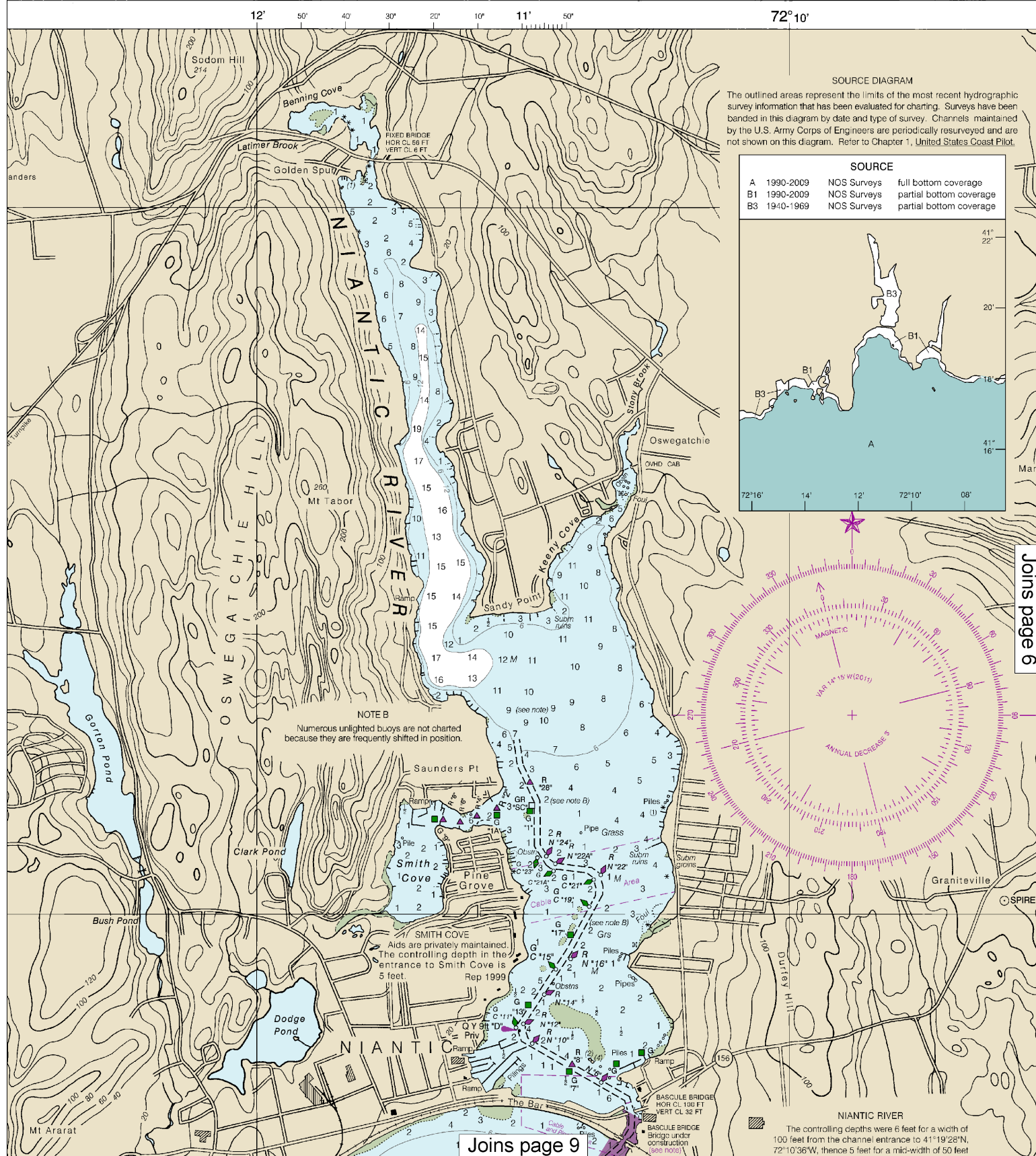
SCALE 1:20,000
Nautical Miles

See Note on page 5.



4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

ND SOUND

Joins page 5

40 CFR 140
Limits of a No-Discharge
Zone (NDZ), all
charge Zone (NDZ) are
ing any sewage, treated
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must have the MSD
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iding tank. Regulations
the U.S. Coast Pilot
g the regulations and
on the Environmental

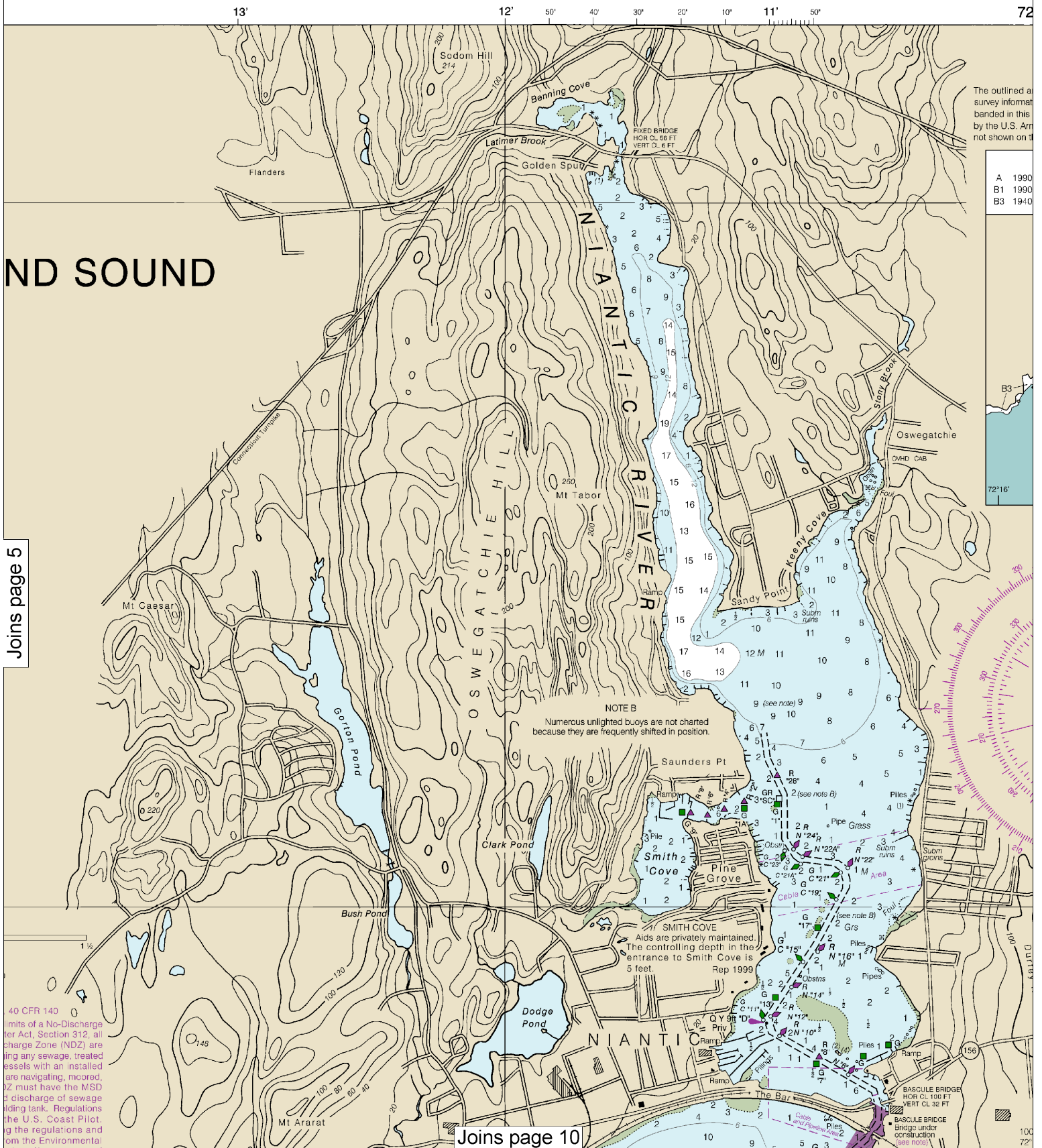
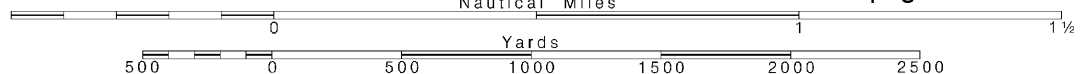
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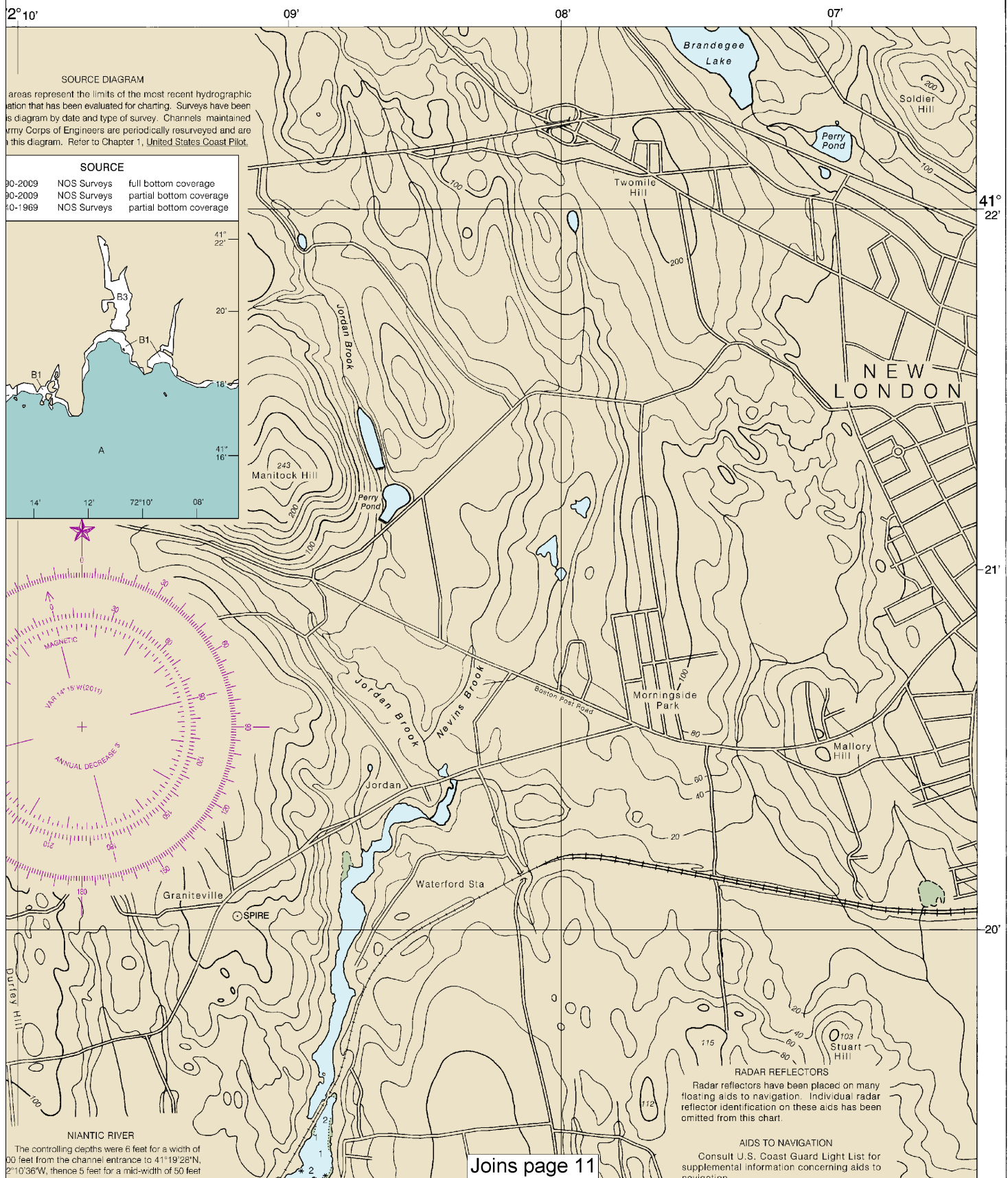
Note: Chart grid
lines are aligned
with true north.

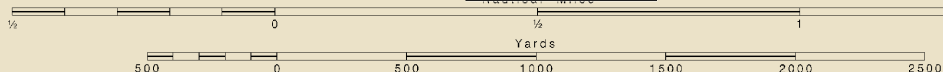
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.







WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RACING BUOYS

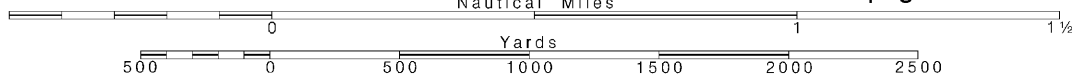
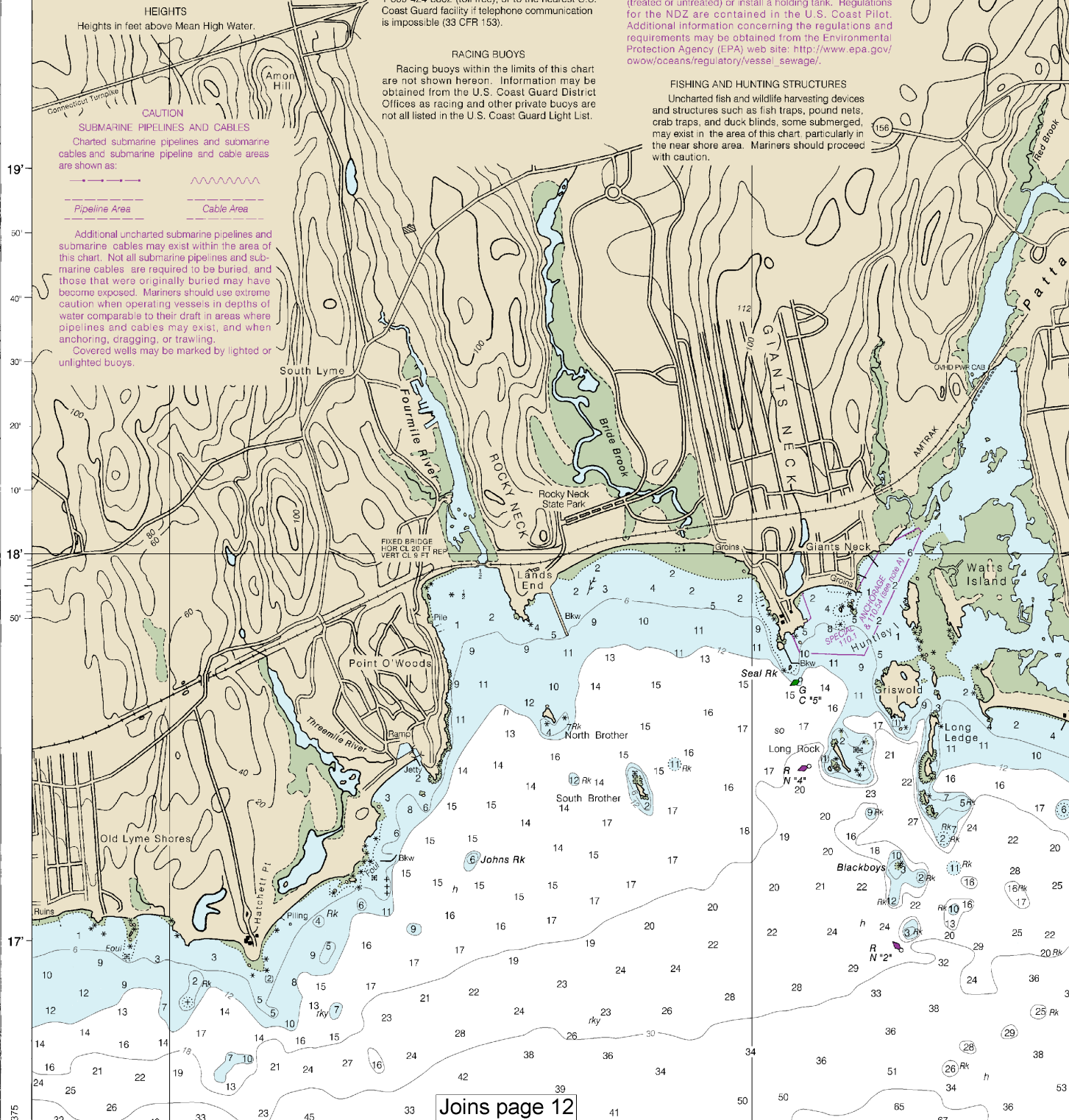
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

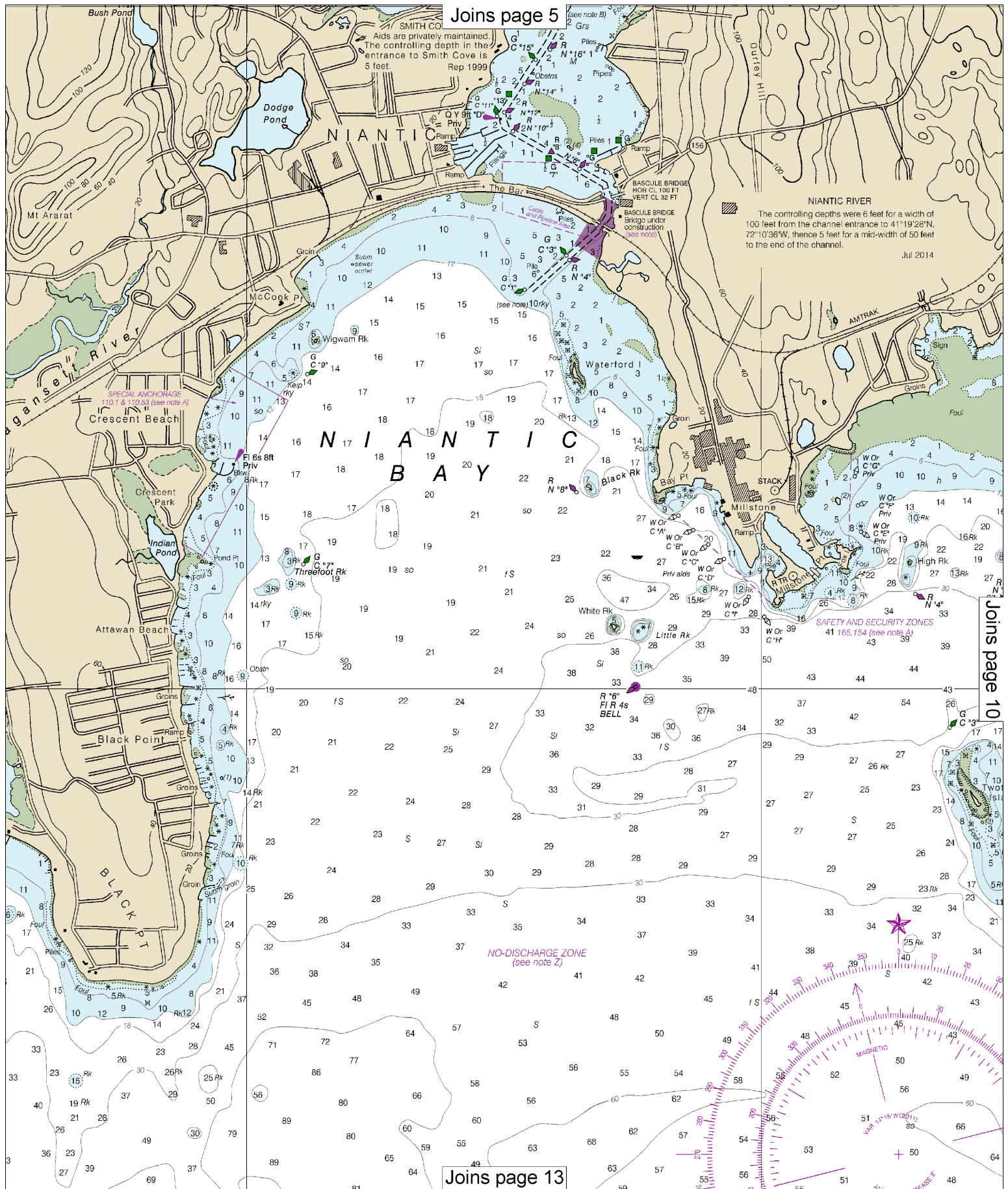
NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

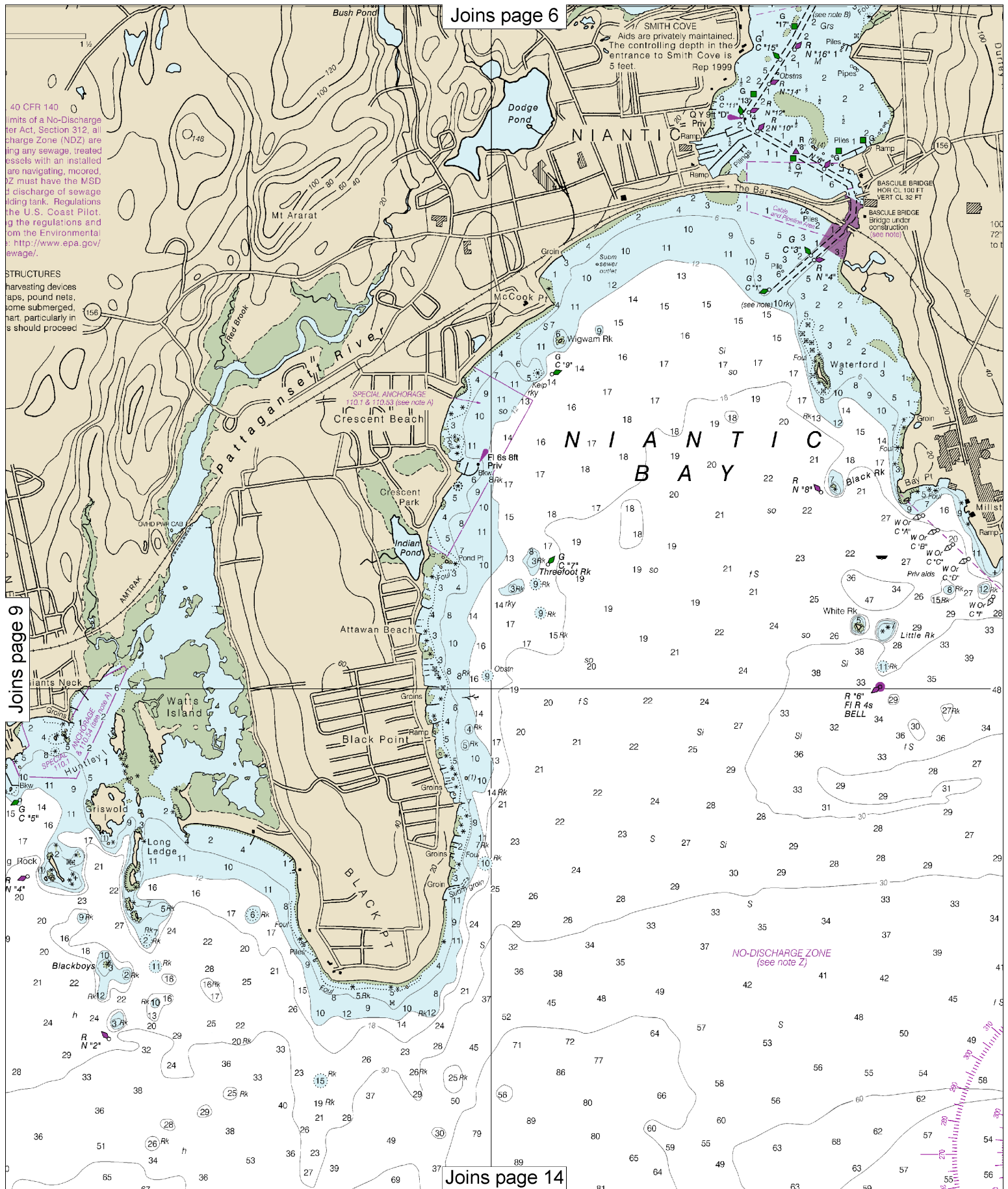
This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

FISHING AND HUNTING STRUCTURES

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.







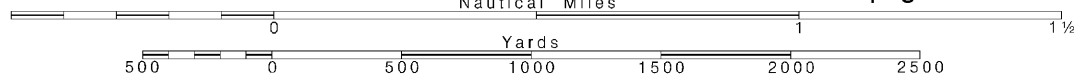
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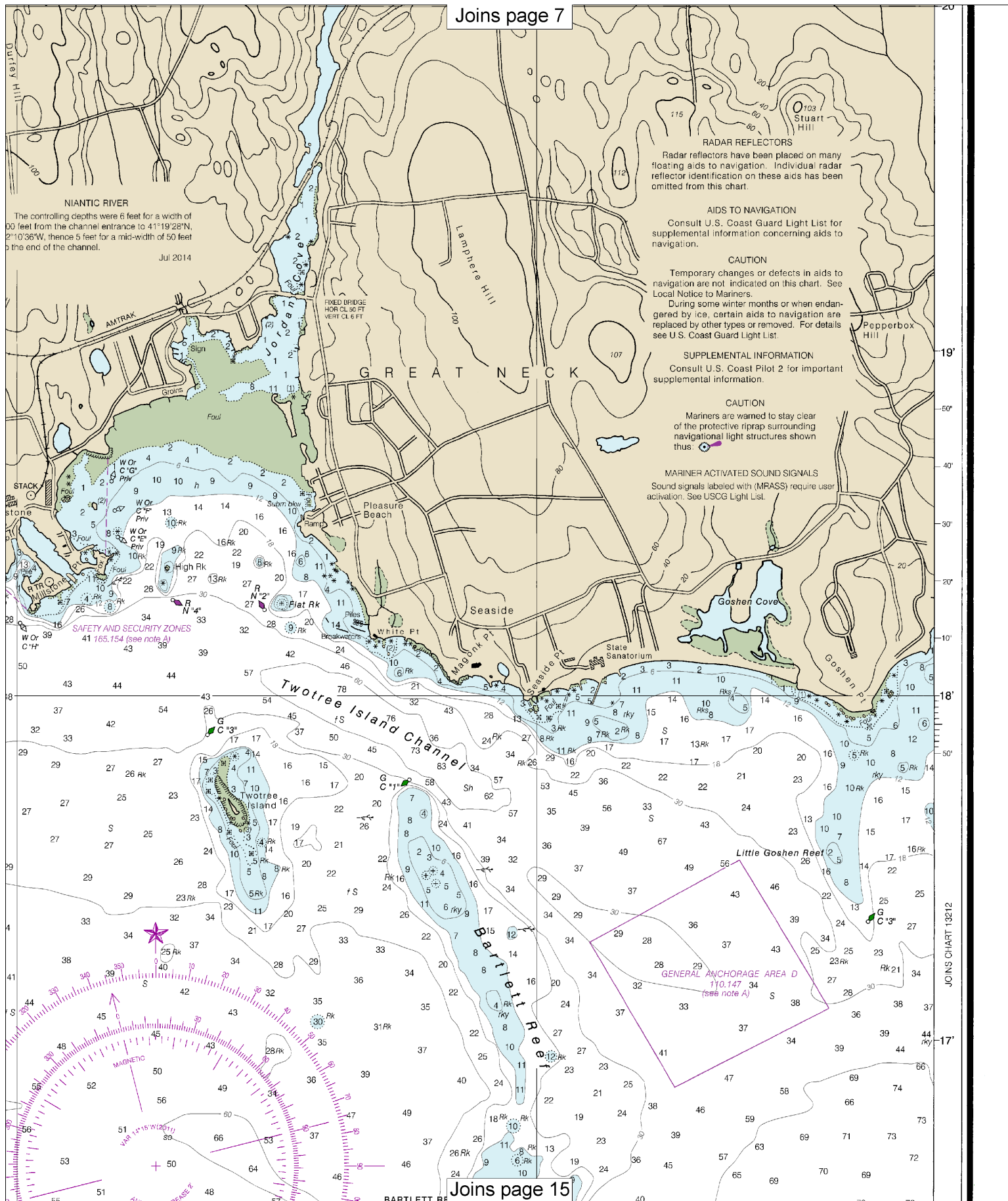
Note: Chart grid lines are aligned with true north.

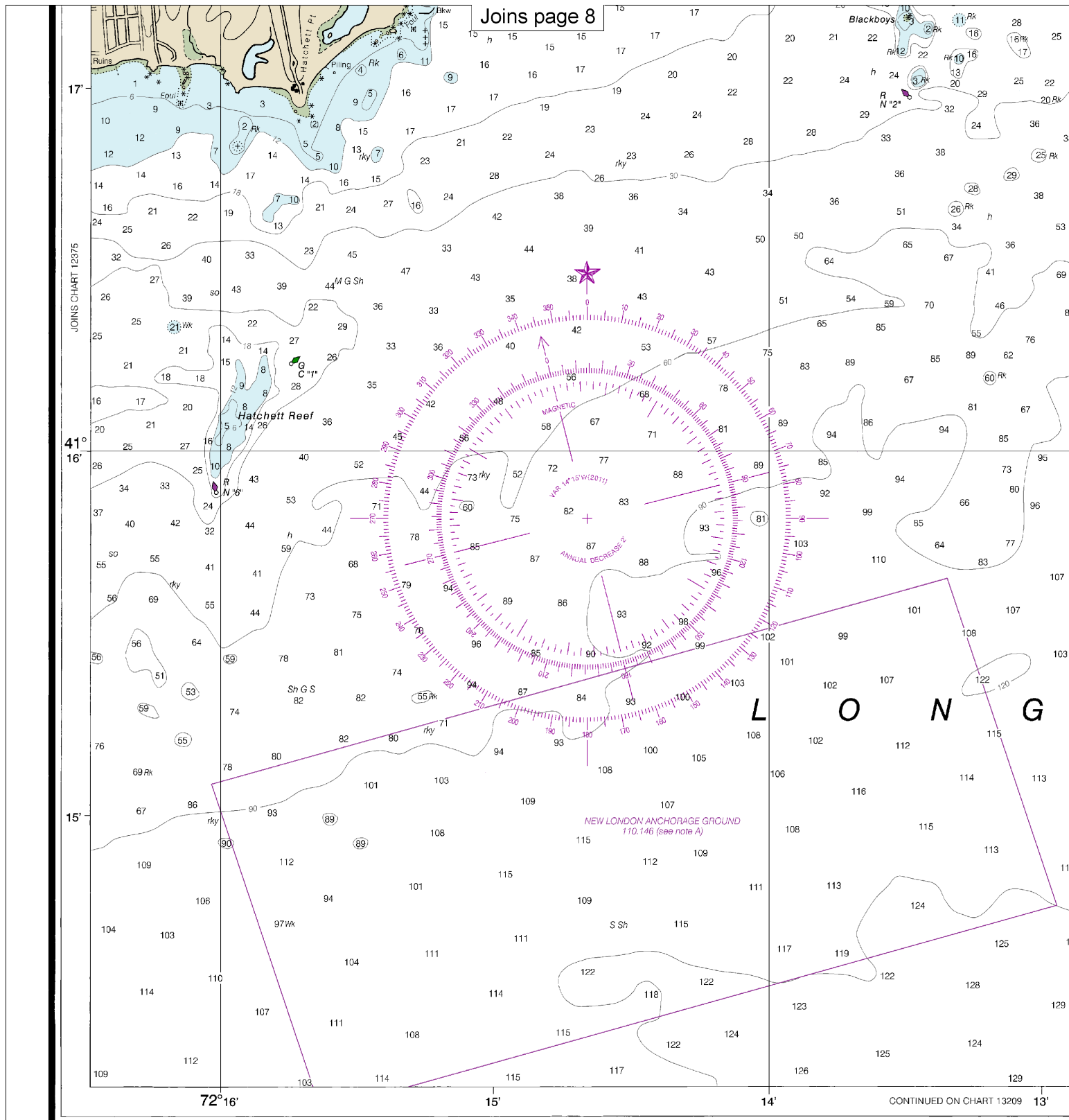
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.







16th Ed., Mar. 2011

13211

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.nocaa.gov.

Last Correction: 8/28/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

SOUNDING

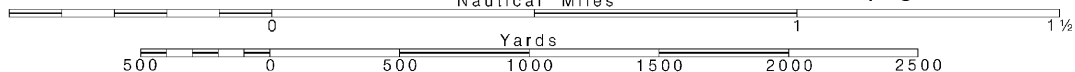
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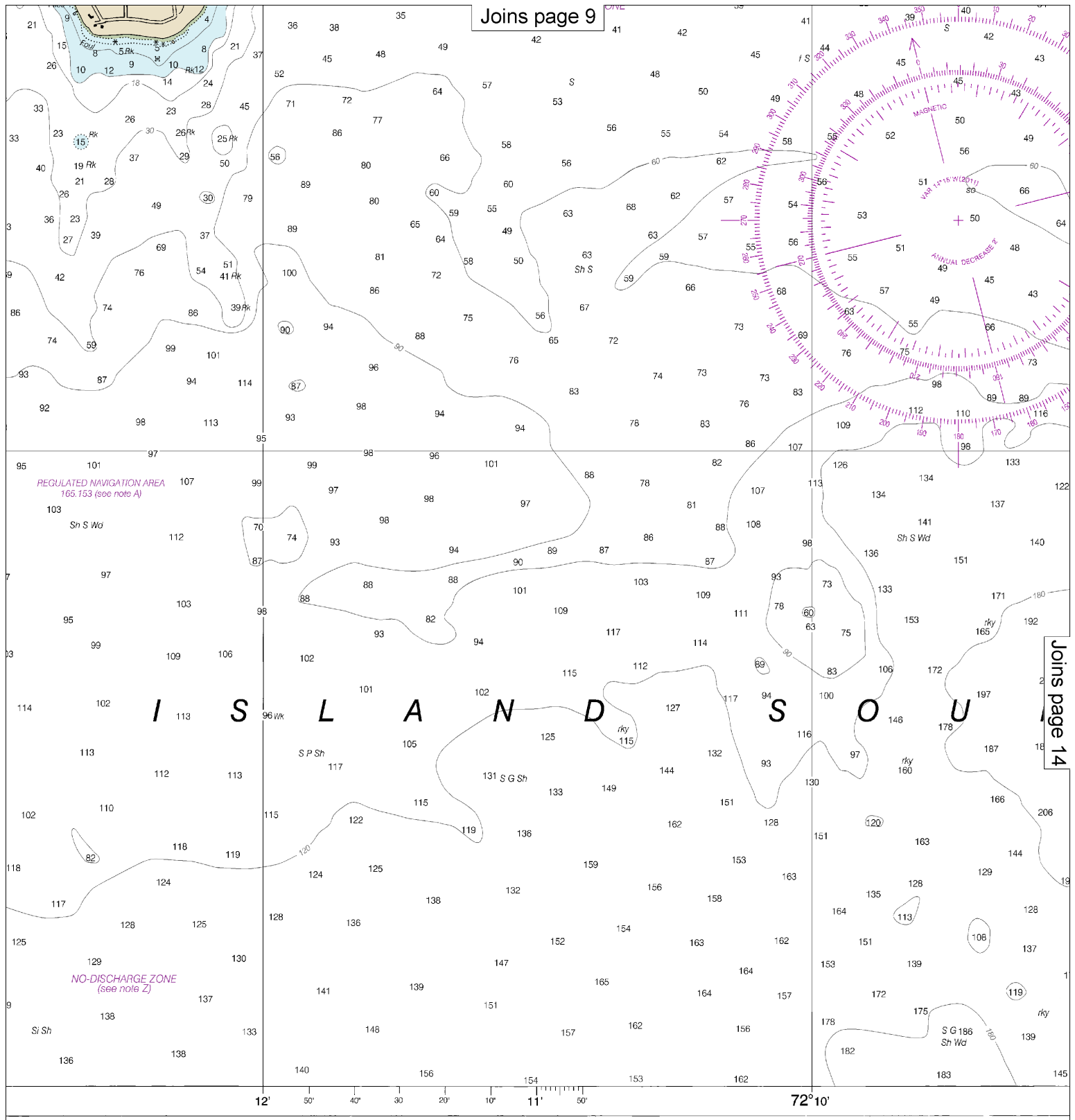
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

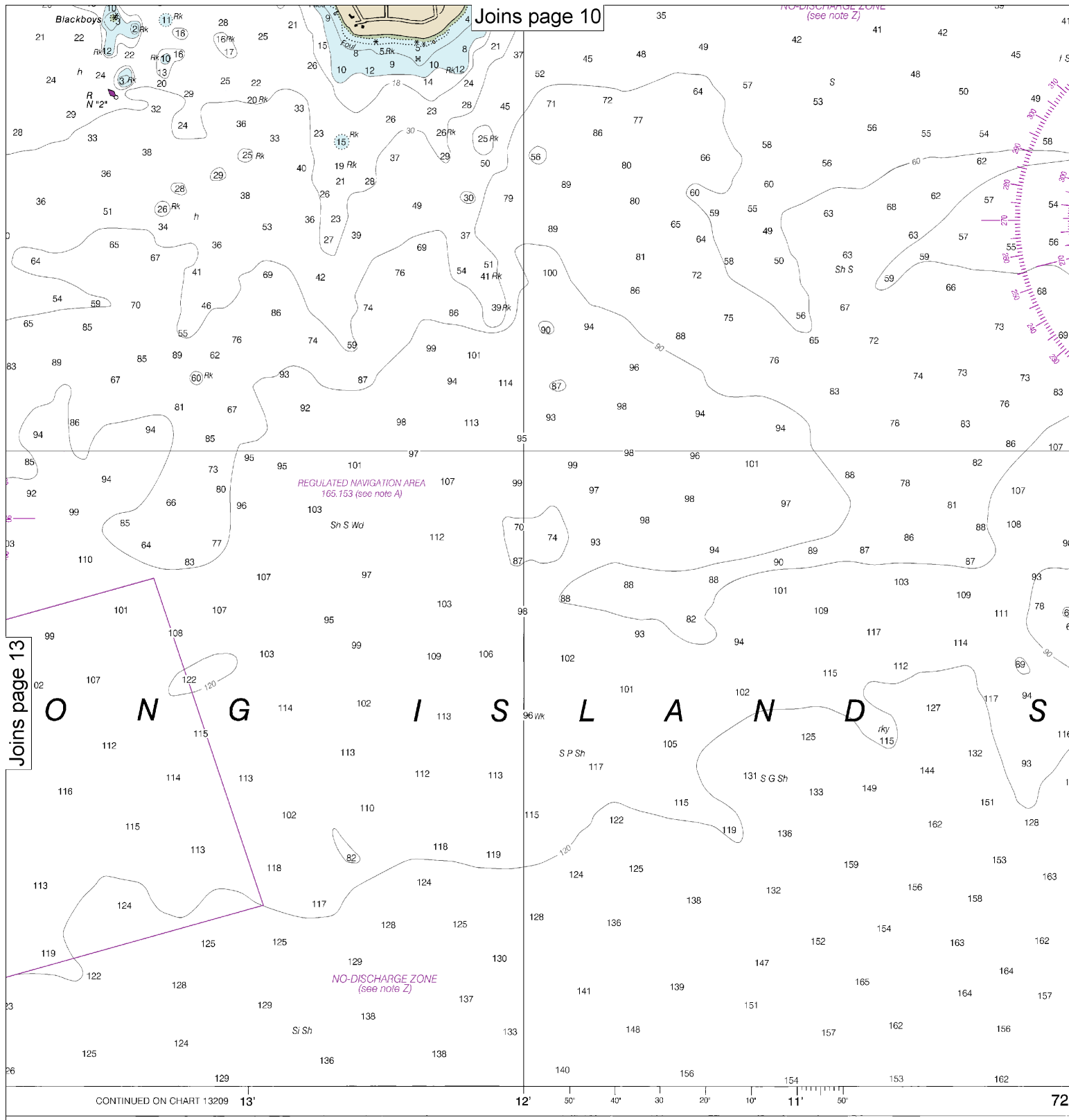




NGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9
FEET	6	12	18	24	30	36	42	48	54
METERS	1	2	3	4	5	6	7	8	9

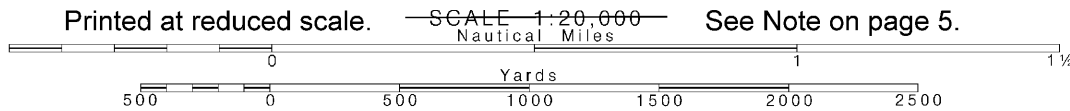


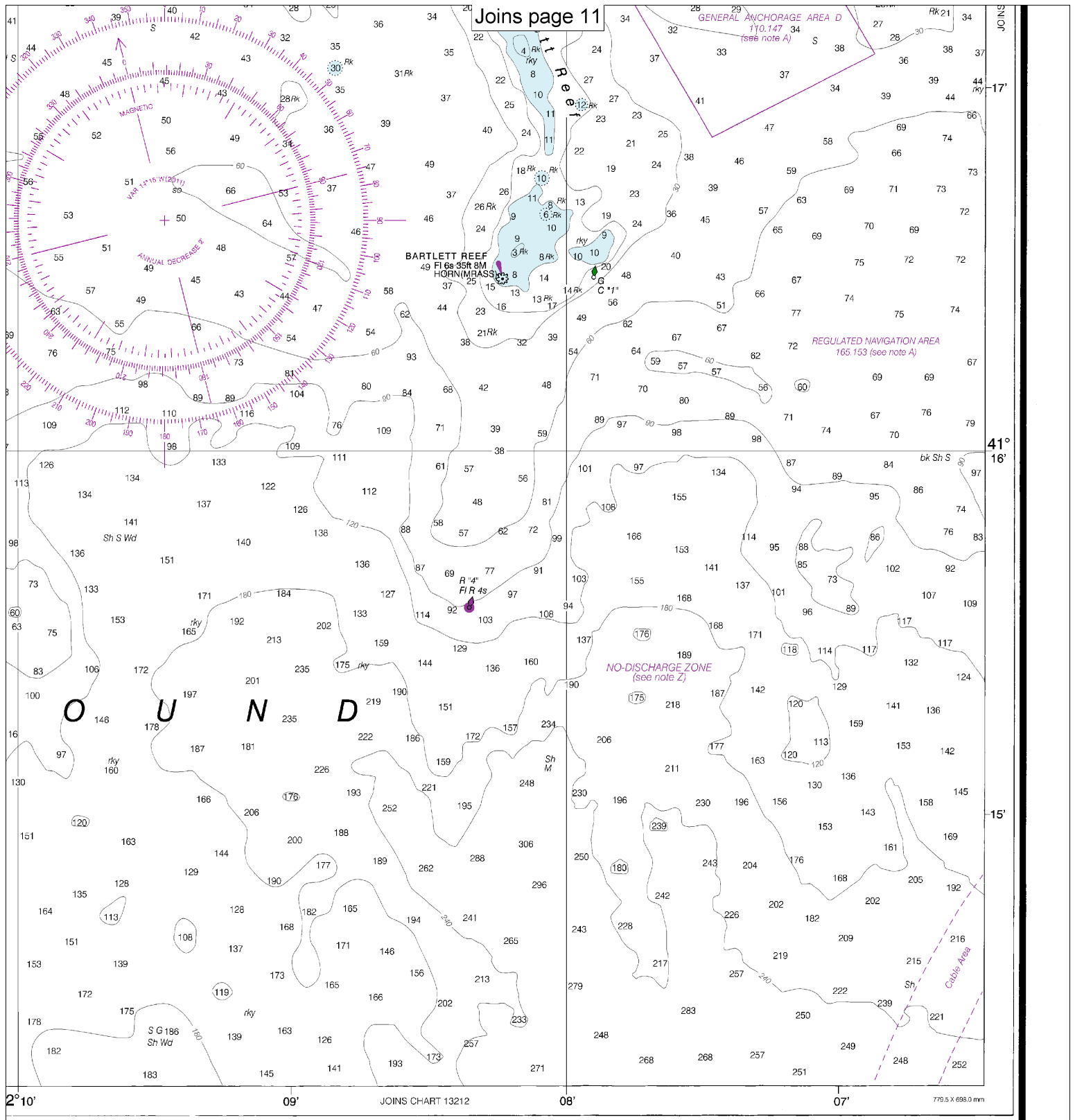
SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

14

Note: Chart grid lines are aligned with true north.

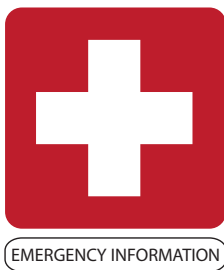




FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Niantic Bay and Vicinity
SOUNDINGS IN FEET - SCALE 1:20,000

13211



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

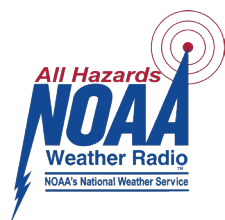
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

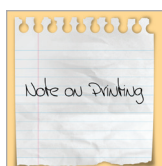
HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.